

# 2018 Lake Massabesic Regatta

Fleet 273 - Massabesic Yacht Club - Auburn, NH

September 22-23, 2018

| Rank | Boat           | Club       | SailNo | HelmName          | CrewName                          | Race 1 | Race 2 | Race 3 | Race 4 | Total |
|------|----------------|------------|--------|-------------------|-----------------------------------|--------|--------|--------|--------|-------|
| 1st  | White Squall   | Massabesic | 14072  | Ted Hardenbergh   | Tommy Hardenbergh, Aran Nathanson | 1      | 1      | 1      | 3      | 6     |
| 2nd  | ---            | Driveway   | 15083  | Brian Gibbs       | Carter Gibbs, Ty Whitman          | 4      | 6      | 4      | 1      | 15    |
| 3rd  | ---            | Squam Lake | 14360  | Nathan Cunningham | Art Cunningham, Gregory McGinnis  | 3      | 4      | 2      | 7      | 16    |
| 4th  | Miss Demeanor  | Bow Lake   | 15239  | Bob Shapiro       | Ali Deyett, Nate Legere           | 5      | 5      | 3      | 4      | 17    |
| 5th  | ---            | Massabesic | 14273  | Luke Merchant     | Rob Merchant, ??                  | 2      | 3      | 7      | 8      | 20    |
| 6th  | Infinite Sloop | Bow Lake   | 14577  | Rob Donle         | Josh Pfosi, Emmet Todd            | 6      | 2      | 6      | 6      | 20    |
| 7th  | Spitfire       | Massabesic | 14525  | John Bates        | Walter Colontuano, ??             | 7      | 9      | 9      | 5      | 30    |
| 8th  | Starthrower    | Massabesic | 14478  | Patrick Gallagher | Amy Sison, Pete Sison             | 10     | 7      | 5      | 11     | 33    |
| 9th  | ---            | Massabesic | 1499X  | Eli Matson        | Kilan and Scamus Matson           | 11     | 11     | 11     | 2      | 35    |
| 10th | Pura Vita      | Massabesic | 1449   | Toby Frank        | Gavin Divelbis, Madeline Frank    | 10     | 8      | 8      | 11     | 37    |

Pictures from Massabesic available here

[https://www.flickr.com/photos/bob\\_and\\_margo/albums/72157695837671230](https://www.flickr.com/photos/bob_and_margo/albums/72157695837671230)

## 2018 Annual Massabesic Regatta – By Team White Squall

This is a three fleet event, with Lightnings, Windmills and Flying Scots. Four Lightnings from away, six from home. I was sailing with son, Tommy and my friend, Aran Nathanson as John had rowing on Saturday and was off to Environmental Camp on Sunday! Courses all W/L with start/finish in middle. Day one was about 0.8 mile top to bottom (see chart below). Day two was maybe 0.5 mile or less top to bottom.

Saturday opened with NNW breeze at 15-25. Was supposed to drop to 8-12 as morning progressed – very shifty (20-30 degrees) and puffy. This allowed us to sail in a longer/narrow channel on east side of the lake – fun part of the lake we don't get to use too often. No corners allowed!

Race one saw some carnage, including two Lightnings, three or four Windmills and one (non-recoverable/swamped to rails) Flying Scot. We had good start near boat end, were leading near top, but the Merchants and the Cunninghams got lift/puff coming in on port and rounded 1-2. Popped kites and managed to get over Lucas, then was able to hold 2<sup>nd</sup> to leeward mark. Nathan got to leeward mark 1<sup>st</sup> but we were able to keep clear air as we rounded. A couple tacks later, we realized Nathan did not get the 2x memo, so gave us some breathing room, but Lucas won out to top mark with shifty top end of course. Second downwind, popped kite and gybed early, but with monster puffs rolling down and most not flying kites at this time, we opted for takedown versus another gybe. Was close 2<sup>nd</sup> at leeward and managed to get on Lucas' hip and tacked below them onto starboard for finish was able to just beat them out in handling the puffs to the line. Nathan held on for third.

With the carnage spread about the course, RC abandoned racing and sent us in to sort out the debris. By informal consensus – everyone (legal) had to have at least one beer to recover once on dry land! We sat on shore seeing if it would calm down and it seemed to go down to 10-14. We went back out at about 1:30, except the Scots who called it a day. By time race two got going, was back up to 14-18!

Race two, Brian Gibbs managed to pull off masterful port tack start at crowded/heavily favored leeward end – unbelievable! We were three boats up from end,

but held lane on boats to leeward. Close to shore, had to tack and take Patrick Gallagher's and Rob Donle's sterns. Had good lane/lift going back on port, moving well on boats around us, but got caught in a couple headers right near mark and had to tack two-three times, and again the two boats we had had to duck came smoking in from port lay-line and passed us. 2<sup>nd</sup> place boat (Patrick) had lost spinnaker halyard up through mast when they swam in earlier race, so they were unfortunately out of it. We were now 2<sup>nd</sup> to Rob Donle at leeward mark. Had good rounding again so got onto Rob's hip, but lost mainsheet briefly after about 60 seconds and had to tack away. They tacked to cover but after several minutes, we were able to work up, forcing them away. We then tacked and were able to work over top of them and finally had a lead at the weather mark. Were able to lead rest of way around – including some nice rides downwind with kites back up in the breeze! Rob held on for the 2<sup>nd</sup> and Luke picked up a solid 3<sup>rd</sup>.

Race three was only 1x around – was now getting late in day. Again, heavily leeward end favored. Got clean air start, but without much room to leeward above Lucas. Managed to accelerate well and hold the lane and tack clean on port lift as we got to shore – no dips. All kinds of chaos and port/starboard noise behind us near shore... Quick glance looked a little like a depiction of an ancient Greek trireme battle... Made it to weather in 2<sup>nd</sup>, with Nathan in the lead, who again, had come in late on port (we sensed a theme here... but a little late). Downwind, had gybed early with the Cummings, but saw massive black whammy coming off to starboard, so gybed right back and accelerated away before they could get over to the new breeze. Managed to cross by 3+ lengths when Nathan gybed back. Held lead at leeward mark and made short beat to finish for a surprising (to us for sure) third win of the day, with Nathan just behind (who luckily figured out just in time that the #1 signal flag might have been a course direction and not some kind of Japanese honorific) and Bob Shapiro in hot pursuit. We have NEVER had the kind of speed we had both upwind and down in heavier air. Felt awesome!

Big lesson for us was more direct use of backstay: seemed to be best primary depowering control, versus traveler. We were able to handle most puffs with a sharp crank on the backstay to spill top of main and flatten the jib. Had jib cars back about 1" for early race, but had moved back to neutral for races 2-3 thinking it was going to be moderate (it wasn't). Found we only had to put traveler down when breeze seemed to get towards high-teens, 20+. I think we only sheeted out the main once or twice when we could not get our hands to the other two controls fast enough during maneuvers. Otherwise, mainsheet was pretty much two-blocked (although our traveler/bridle was a bit looser than maybe should have been – maybe 6" off deck). Had the mast set up for moderate breeze, too, so lowers were probably way loose compared to Proctor specs (leeward lower quite slack upwind in race 1), but seemed to work.

At end of day, Nathan had 9 points to our 3, so, while really nice, not a sure thing... Anyone who has sailed on Massabesic knows anything can happen in any given race, especially with the treacherous breezes on our little lake.

Saturday evening, we had way more sustenance than our usual pretzels and chips, with kebabs, chicken fingers, stuffed shells, excellent salads and much more donated by club volunteers from each of the classes and some club funding kicked in. Was welcome boost after a wet and challenging day. Plus, was fun to connect with the other fleets, too. And no shortage of beverages, either!

Sunday dawned as expected: a COMPLETELY different story. Forecast was for 2-4 from somewhere between SSW and WNW. Looked worse than that. Race committee AP'd at 10:00 on shore, we agreed to go out about 12:00 in really spotty breeze (1:00 last start for travelers). At 12:30, looked like we might have the more southerly breeze, and held for about ten minutes, enough to get start off. Right at start, breeze dropped and went 30 degrees right, and shortly after the start, 50-60 degrees to right, so was close reach to mark one. Boat end was clogged. Since breeze had died fast and had gone so far right, we were barging, but we were also 5-10 seconds late. We managed to come in with momentum and somehow miraculously squeeze between Bob Shapiro and the Cummings right by the RC and poke through to get clear air. Eli Matson had gotten perfect start but fell off to leeward, and Brian Gibbs tacked away briefly and got the righty puff before anyone else. However, with Eli getting his usual, mystical puff to leeward (?) of several boats, managed to glide into the weather mark comfortably ahead of Brian. As we got there (now in close 3rd) wind died almost completely. We barely made it around weather mark and were totally becalmed at offset. Meanwhile Eli and Brian waltzed off downwind with what was left of the breeze and were gone from the conversation for the rest of the race. Rob, Bob and Nathan were struggling to get to windward mark and we just squeaked around offset as they rounded. We managed to get a little distance between us in a short puff. At original "leeward" mark (after some sets, takedowns, tacks and gybes on "downwind" leg), we decided not to put up kite after we turned south in breath of Northerly.

Rob, Bob and Nathan were catching puff from NE, but I saw separate batch from NW, which looked way better and held a good while, allowing us to leg out big time. On this second “weather” leg, we were now on starboard broad reach in the NW zephyr (not even enough for kite), when a Windmill went by in opposite direction about two boatlengths to windward... also sails full on starboard broad reach. Hmm... (they did wind up close hauled about 30 seconds later, but made for good laugh as we passed each other). Wind switched back to E/SE about ¾ way up the leg. Brian and Eli were too far ahead by this time for even the Hubble telescope to get a glimpse of what they were up to. Brian somehow managed somewhere along the line to pull past Eli for the bullet. The SE breeze held up so we were able to actually fly the kite for a relatively normally downwind, so held on for 3<sup>rd</sup> and the regatta win! Brian, with his final bullet managed to pull into second overall one point ahead of Nathan, the youngest skipper in the fleet, who held on for third overall one point ahead of perennial favorite, Bob Shapiro.

Many thanks to Brian, Nathan, Bob and Rob for making the effort to travel to our event. Would not be the same without you all. I feel fortunate to have done well in this event against some great teams without relying to some of the blatant luck we have had in past (has been a few years since our last win, too). My 15 year-old son, Tommy has come a long way and having my old college sailing friend, Aran Nathanson, on board was great.

The Race Committee, led by our local veteran, Ed Cande, did great work. They made the best of some hard decisions about safety and how to keep the sailing as fair as possible. This year, we were able to keep Ed for both days, which was immensely helpful. All of our thanks to him and the rest of the volunteers.

Too bad season’s almost done! Next year, plan is for Tommy to have custom built Allen #13848 “Quick Silver” fresh out of almost 15 years heated storage, so we will have one more challenge on our little lake (staying out of his way!). Our dear White Squall is going to take a long winter nap soon. I think she’ll be dreaming of Buffalo Canoe Club and the NA’s next year!

Cheers all!

*Ted & Crew, Team White Squall*

*USA 14072*



Top 3 - Left to Right: Team Hardenbergh, Team Gibbs and Team Cunningham